

CHOICE
Amontillado
Sherry
\$16.00 per dozen.
H. PRICE & CO.,
458 12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

Fine Old
FRUITY
PORT
\$17.00 per dozen.
H. PRICE & CO.,
458 12, Queen's Road.

No. 12,721

第四 正年四百九千一英

HONGKONG, MONDAY, JANUARY 4, 1904

日七十月一十年外英

PRICE, \$8.00 Per Month

MAGEWEN FRICKEL & CO.,
SHIPPING AND FORWARDING DEPARTMENT.
CHINA PARCEL EXPRESS.

SHIPPING DATES.
To England ... 3rd Jan.
To France ... 28th Dec.
To Germany ... 4th Jan.
To Italy ... 4th ..
To United States via San Francisco ... 29th Dec.
To United States via Suez Canal 10th Jan.
To India ... 5th ..
To South Africa ... 5th ..
To Australia and New Zealand 28th Dec.
To Canada ... 12th Jan.
Estimates for Freight and free delivery charges upon receipt of Cubic Contents and Weight.

DELIVERY ANYWHERE.
OFFICE - 3, DUDDELL STREET.
Hongkong, December 28, 1903. 2547

Intimations.

NOTICE.
THE Date of Closing of Entries for the FORTHCOMING RACES has been POSTPONED from the 9th JANUARY to SATURDAY, 10th.
By Order, T. F. HOUGH,
Clerk of the Course.
Hongkong, December 29, 1903. 2621

NOTICE.
A OLD ALLEYMAN DINNER will be held on WEDNESDAY, the 13th JANUARY, 1904, at the HONGKONG HOTEL.
The undersigned will receive names of any Old Alleymen who have not yet been communicated with.

H. ARTHUR,
Care of Messrs Jardine, Matheson & Co.,
Hongkong, December 29, 1903. 2623

NOTICE.
THE Partnership between Mr. VICTOR H. DEACON and myself having expired, I will, carry on my Business in future at No. 2, WYNDEHAM STREET, (old German Club premises).

JOHN HASTINGS.
Hongkong, January 1, 1904. 7

NOTICE.
THE Partnership hitherto existing between myself and Mr. JOHN HASTINGS having been dissolved by effusion of time, my Business will in future be carried on under the Firm name of DEACON, LOOKER and DEACON.

VICTOR H. DEACON,
10, Queen's Road.
Hongkong, January 1, 1904. 8

LOST.
BETWEEN 'Bicton' Plantation Gap, and City Hall Ballroom, on the Evening of 22nd December, a GOLD PEARL SPRAY BROOCH.
Finder will be rewarded on returning same to 'Bicton.'
Hongkong, December 28, 1903. 2616

DR. WILSON,
DENTIST.

LATEST AMERICAN METHODS.
REASONABLE PRICES.

NO CHARGE FOR EXAMINATIONS.

DR. NEWELL WILSON,
31, QUEEN'S ROAD CENTRAL,
First Floor, WATKINS BUILDING.
Hongkong, October 29, 1903. 2206

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the leading CHEMISTS and HORSES, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central.

Business Notices.

Removal

W. S. BAILEY & CO.,

No. 20, Connaught Road,
Central

(Opposite Douglas Wharf),

HONGKONG.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATHIAS, 2,260 tons, Captain A. W. Dixon.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 2,895 tons, Captain J. J. Losier.

Departures from HONGKONG to CANTON at 8 a.m. (Sunday Excepted), and at 5.30 p.m. (Saturday Excepted).

Departures from CANTON to HONGKONG daily at 8 a.m. and 5 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,938 tons, Captain W. E. Clarke.
Do. from Macao to Hongkong daily at 8 a.m. Sunday excepted.

Canton-Macao Line.

s.s. SAINAM, 588 tons, Captain B. Branch.
s.s. NANNING, 569 tons, Captain C. Butchart.
s.s. TAK HING, 618 tons, Captain R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about five days. The vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:-

HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

18

MADAME FLINT & CO.

La Mode de PARIS.

MILLINERY and DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5.
Hongkong, September 16, 1903. 1904

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition 1885-1900 & 1901.

MANUFACTURED by

THE GOURPORE CO. LTD.,
CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all

large Consumers throughout India, the East, and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents, HONGKONG.

Cable Address: 'LOXLEY', Hongkong.

Hongkong, July 22, 1903. 1519

LUNION OF PARIS FIRE INSURANCE COY., LTD.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

SIEMSEN & CO.

Hongkong, December 31, 1903. 2634

Hongkong, January 1, 1904. 6

NOTICE.

M R HARRY W. HINE is authorized to sign our Firm by Procuration from this date.

ROWE & CO.

Canton, January 1, 1904. 10

NOTICE.

We have authorized from This Date Mr. L. M. H. BOISSERE to sign the Firm.

LUTGENS, BINSTMANN & CO.

Hongkong, January 1, 1904. 13

NOTICE.

NOTICE IS HEREBY GIVEN that NG HOK KUN has been employed as a FOREMAN and Contractor in and has now Resigned from the Contractor Shop CHEUNG HING.

Gentlemen are requested to beware that all documents for transactions of the above Shop, after date shall be recognised under WONG CHING PO'S Signature, and the proper Seal.

The Proprietor

CHEUNG HING SHOP,

No. 28, Gage Street.

Hongkong, January 1, 1904. 12

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CHEUNG HING.

The Proprietor

CHEUNG HING SHOP,

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES,
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: -1, SHIBA-CHO, TOKYO.
LONDON BRANCH: -24, LIME STREET, E.O.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sumbaya, Manila, Amoy, Shanghai, Chefoo, Tsinan, Nanchang, Port Arthur, Seoul, Chinkoo, Yokohama, Nagoya, Osaka, Kobe, Mairazuru, Kur, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Mairazuru, Mikio, Hakodate, Takao &c.

Telegraphic Address: 'MITSUI' (A.B.C. and A1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

GOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.

BUREAU AGENTS for Hokoku, Hondo, Kanada, Fujinotana, Maneda, Manoura, Onoura, Onjii, Sashara, Taubakuro, Yoshinotani, Yoshio, Yunoikibara, and other Onours.

N. INUZUKA, Manager, Hong Kong.

Hongkong, April 28, 1903.



A healthy child is naturally full of life. His mother will tell you.

Rainier Beer

did her a lot of good. It's pure ingredients. It's perfect brewing when used in moderation. It tends to build up the system.

Better try it yourself.
SEATTLE BREWING & MALTING CO.
SEATTLE, WASH.
PHONE RAINIER 30

For Case (8 dozen Pints, \$16.50)
(Special terms to large buyers) (or 4 dozen Quarts, \$16.50)

A. S. WATSON & Co., Ltd.,
sole agents for HONGKONG, CHINA, and MANILA.

ENO'S INVALUABLE IN ALL
FUNCTIONAL DERANGEMENTS
'FRUIT SALT.' DERANGEMENTS
OF THE LIVER.

The value of ENO'S 'FRUIT SALT' cannot be told. Its success in Europe, Asia, Africa, America, Australia, and New Zealand proves it. THERE IS NO DOUBT THAT where it has been taken in the earliest stages of a Disease, it has, in innumerable instances, PREVENTED what would otherwise have been a SERIOUS ILLNESS.

CAUTION.—See Capsules marked ENO'S 'FRUIT SALT.' Without it you have a WORTHLESS IMITATION.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG., by J. C. ENO'S PATENT.

Sold by Chemists, &c., everywhere.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

The Physician's Cure for Gout, Rheumatic Gout, and Gravel.

Safe and most gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

DINNEFORD'S MAGNESIA MAGNESIA

PRIZE MEDAL PHILADELPHIA
OAKLEY'S WELLINGTON KNIFE POLISH

WELLINGTON SILVERSMITH'S
BLACK LEAD SOAP PLATE
POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

Intimations.



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Stonemason Island on the 6th and 8th proximo in a South-Westerly direction, at ranges from 600 to 4,500 yards and from Lyman Sub-district on the 9th proximo in the direction of the entrance to Junk Bay at ranges from 600 to 4,500 yards.

If the weather is unfavourable on either of the above dates, Practice will take place on the 11th January.

Practice will commence at 9 a.m. on the 6th and 8th proximo, and at 9.30 a.m. on the 9th proximo, and end at 11 a.m. daily, if the range is clear.

By Command,

A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, December 30, 1903. 2635

HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED.

SHAREHOLDERS are hereby Notified that in accordance with the Special Regulations passed on 31st October, and confirmed on 18th November, 1903, they are entitled on Application to an Allotment of one Share for every two old Shares held by them. Form of Application will be sent to every Shareholder.

The Sum of \$2.50 per Share will be payable, on application, or before the 4th of January, 1904. Two Months' Notice of any Calls will be given.

Shareholders desirous of paying on or before the 4th January, 1904, the whole Amount payable in respect of their Shares, can do so, and in such event will receive fully paid up credit in Exchange.

No. 1. Issue will rank for Dividend pro rata from 1st January, 19.4 according to the amount paid on such Shares on 4th January, 1904.

The REGISTER of SHARES will be CLOSED from 17th December, 1903, to 4th January, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, December 1, 1903. 2415

WILLIAM MACLEOD, D.D.S., DENTIST.

11 & 12, BEACONFIELD ARCADE,
Hongkong, September 22, 1903. 1758

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hote at Separate Tables.

For terms, &c., apply to the

MANAGER.

Hongkong June 10, 1902. 122*

POHOOMULL BROTHERS.

No. 57 and 59, QUEEN'S ROAD CENTRAL, HONGKONG.

CHRISTMAS AND NEW YEAR'S PRESENTS.

HAVE just received a large Stock Suit-

able for Christmas and New

Year's Presents of Indian, Chinese and

Japanese SILKS and GOODS made thereof

suitable for Ladies and Gentlemen; Cash-

mere Shawls; Oriental and Egyptian

embroideries; Rugs; Persian and Indian

Carpets; Jewelry; Maltese Lace Articles;

Grass Cloth Embroidered Goods; Old Eu-

broidered Chinese Cloth.

Genuine Cambric, wood boxes; Fans and

several other articles made up of Ivory,

Mother-of-pearl, Sandalwood and Tortoise-

shell, &c., &c., &c.

Quality will speak for itself.

Very moderate Prices.

Hongkong, November 3, 1903. 721

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m....Every 10 minutes.

8.00 a.m. to 8.30 a.m....Every 15 minutes.

8.30 a.m. to 9.30 a.m....Every 10 minutes.

9.30 a.m. to 11.00 a.m....Every 15 minutes.

11.30 a.m. to 12.40 p.m....Every 15 minutes.

12.45 p.m. to 1.15 p.m....Every 10 minutes.

1.15 p.m. to 1.45 p.m....Every 15 minutes.

1.45 p.m. to 2.15 p.m....Every 10 minutes.

2.15 p.m. to 3.00 p.m....Every 15 minutes.

3.30 p.m. to 5.30 p.m....Every 15 minutes.

5.30 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARDS.

8.45 p.m. and 9 p.m....9.45 p.m. to 11.15 p.m....every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m....Every 15 minutes.

9.00 a.m. to 9.30 a.m....Every 10 minutes.

9.30 a.m. to 10.30 a.m....Every 15 minutes.

10.30 a.m. to 11.00 a.m....Every 10 minutes.

12.00 Noon to 1.15 p.m....Every 10 minutes.

1.15 p.m. to 5.00 p.m....Every 15 minutes.

5.00 p.m. to 6.00 p.m....Every 10 minutes.

6.00 p.m. to 7.00 p.m....Every 15 minutes.

7.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARDS.

SATURDAYS.

Extra car at 11.30 and 11.45 p.m.

SPECIAL CAR for Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, June 4, 1903. 1061

SECOND EDITION.

HISTORY OF THE CHURCHES OF

INDIA, BURMA, SIAM, THE MALAY

Peninsula, CAMBODIA, ANHAM, THIBET,

COCHIN CHINA, and JAPAN.

Entrusted to the SOCIETY OF THE

MISISON EXTRANGERES.

(Translated by EDWARD HARPER PARKER
and
Reprinted from THE CHINA REVIEW.)

PRICE ONE DOLLAR.

FOR SALE AT KELLY & WALSH, LTD.

Hongkong April 2, 1903.

110

NOTE ADDRESS: 2 ICE HOUSE

ROAD.

Intimations.



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Stonemason Island on the 6th and 8th proximo in a South-Westerly direction, at ranges from 600 to 4,500 yards and from Lyman Sub-district on the 9th proximo in the direction of the entrance to Junk Bay at ranges from 600 to 4,500 yards.

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By Command,

A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, December 30, 1903. 1657

YING KEE,

REFRESHMENT CONTRACTOR and

CATERER.

Bell Sup

THE OVERLAND ROUTE TO CHINA.

AN UNCOMFORTABLE TRIP.

The following letter is published in the Manchester Guardian of Nov. 20:

Sir.—So much has already been written about the overland route to China that the subject no longer remains a mystery, but I have just made the trip, and as my experience differs entirely from that accounts I have read in newspapers and magazines, possibly you will consider it worthy of space in your esteemed paper. The International Sleeping Car Company's train delayed by an accident on the line we had to change to a Russian train at Sina (owing to a accident on the line), consisted of one first and two second class sleeping cars; one car containing the dining-room, smoke-room, and kitchen; one car partitioned off into three parts, in which were the dynamo, the bathroom and store-room, and a luggage van. Owing to gross negligence, the axles of the car containing the dynamo and bath became overheated before we had been away from Moscow 12 hours and the car had to be detached. The conductor wired repeatedly to Moscow asking that they should be replaced, but his telegrams were ignored, and we had in consequence to grop our way through Siberia by candle-light and to remain unwashed until we arrived at Balki. There was no such thing as a drawing-room or lounge, as I was led to expect; there was only the above-mentioned car containing the dining-room and smoke-room—the former to seat 24 and the latter 12. Thus there was only accommodation for 36 people, and as we carried passengers half of them had either to bad about the draughty corridors or to remain in their cars.

The sleeping compartments were comfortable enough, the first class being two-beded and the second class four-beded, but the latter were very small, and there was scarcely room to turn when the beds were adjusted. Another very great drawback was that there were only two lavatories on each second-class carriage, which had to be shared between 26 people. The food on the train was indifferent, and considering the quality, dear. The attendance was atrocious, there being only two more-or-less waiters for 65 people, and, to crown all, there was not a single servant on the train who could understand English. I took the Russian Government train from a Mission to Dali, and found the same a decided improvement on the International Sleeping Car train in every respect.

My experience has no doubt been exceptionally bad one, but in any case I would not recommend any one to undertake the trip in the present state of things, as, apart from the disadvantages I have pointed out, it seems to me that the line is dangerous in some parts, and three-fourths of the country traversed is uninteresting. If any one wants an experience and is prepared to rough it, well and good, but otherwise my advice is "Stick to the sea."

For the benefit of any of your readers intending to take this trip I give the following information:

1. The journey from Moscow to Dali takes 14 days, and to Shanghai 17 days.
2. The Trans-Siberian express leaves Moscow every Wednesday and Saturday at 10.45 p.m. 3. Only 40 lbs of luggage is allowed for each passenger. 4. Ten shillings per day will amply cover cost of food and incidental expenses.—Yours, &c.,

J. R. HAGREAVES,
Kalee, Shanghai, Oct. 22, 1903.

For Sprains
THE right time to treat a sprain is the minute you get it, and the right remedy to use is CHAMBERLAIN'S PAIN BALM. You can say what you will about this—or that thing being good for a sprain—but Chamberlain's Pain Balm beats them all. The quicker you rub it on, and the more you use it, the sooner the sprain will be gone. Even if Chamberlain's Pain Balm gets you back to work one day quicker than other remedies, it will pay for itself several times, but it generally cures sprain, strain, or a bruise in a week or anything else, and a week's wages amount to a good deal of lost pay. One application gives relief. For sale by all chemists and medicine vendors; WARWICK LTD., General Agents.

C. WESTERMANN,
PIANO AND ORGAN BUILDER.

TUNING and REPAIRING of ORGANS and PIANOS of any size and Construction; also, all kinds of Musical Instruments.

PIANO TUNING, 12 TIMES \$2.00 Each Time.
ONCE \$6.00
\$4.00

ALWAYS ON HAND A LARGE STOCK OF NEW MUSIC.

A Large Stock of all Kinds of Musical Instruments of the best German Firms will arrive early next month.

C. Westermann,
9, BEACONSFIELD ARCADE.

Hongkong, December 8, 1903.

THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to— SHEWAN, TOMEY & CO., General Managers.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON

ALL KINDS OF WORK DONE FOR AMATEURS.

34 QUEEN'S ROAD CENTRAL.

ADVERTISE

ADVERTISE

ADVERTISE

The Life of Trade.

The BEST Medium for Advertising Is

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported
Alacrity	despatch-vessel	1700	—	3000	Comdr. O. de B. Brock	Yokohama
Allison	battleship 1st class	19,050	10	13,500	Captain H. M. Jerram	Hongkong
Alexine	cruiser, 1st class	10,550	6	1400	Commander R. Nugent	Singapore
Anthonitis	cruiser, 1st class	11,600	10	13,000	Comdr. Charles Windham, C.V.O.	Hongkong
Blenheim	cruiser	9000	12	13,000	Captain F. G. Stoopd	Hongkong
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Comdr. F. M. Leeks	Hongkong
Britannia	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Tugan	Nagasaki
Crossy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	390	—	300	—	—
Dolphine	cruiser, 2nd class	5200	11	9600	Captain Robert H. S. Stokes	Hongkong
Espiegle	sloop	1070	10	1400	Comdr. Ernest Barton	Hongkong
Fame	torpedo boat destroyer	360	6	5700	—	—
Fearless	cruiser, 2nd class	1680	12	3200	Comdr. P. V. Lawes, D.S.O.	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Wellswell
Hart	torpedo boat destroyer	276	6	4000	Lieut.-Comdr. H. L. Wall	Wellswell
Humber	torpedo boat destroyer	276	6	4000	—	—
James	torpedo boat destroyer	1200	—	800	Comdr. J. D. Daintree	Hongkong
Kinsha	river gunboat	280	—	3200	Lieut.-Comdr. G. B. Powell	Yangtze-Kiang
Lewisham	cruiser, 1st class	14,100	—	31,500	Hon. N. G. Stopford	Hongkong
Moorhen	river gunboat	180	2	800	Lieut.-Comdr. G. G. Webster	Macao
Mutine	sloop	980	10	1400	Comdr. O. W. M. Plenderleath	Wellswell
Ocean	battleship, 1st class	12,950	16	13,500	Captain R. F. Foote, C.M.G.	Hongkong
Otter	torpedo boat destroyer	350	—	6300	Lt.-Com. G. G. Collington	Wellswell
Phoenix	sloop	1015	6	1400	Commander W. H. Nicholson	Hongkong
Rambler	Surveying vessel	835	6	650	Captain Morris H. Smyth	Admiral
Rinaldo	sloop	980	10	1400	Com. G. St. A. Vale	Canton
Robin	river gunboat	85	2	240	Lt.-Com. John P. Irvin	Monis
Rosario	river gunboat	85	2	240	Comdr. F. Jackson	West River
Sandwich	river gunboat	3600	8	9000	Lieut.-Com. Murray Lockhart	Shanghai
Sirius	cruiser, 2nd class	255	6	6200	Capt. G. H. Moore	Yangtze
Scipio	torpedo boat destroyer	255	6	6200	Lt.-Comdr. Davidson	Hongkong
Sparrow Hawk	torpedo boat destroyer	250	6	6500	—	—
Toku	river gunboat	5600	11	9600	Fleet Reserve	Hongkong
Talbot	river gunboat	180	2	800	Captain Lewis Bayly	Yamashita
Tamar	cruiser, 2nd class	3740	28	9000	Commodore Robinson	Macau
Teal	French gunboat	8018	18	—	Lieut.-Comdr. E. V. Dugmore	Macau
Thetis	French gunboat	525	—	—	Capt. J. A. C. Wilkinson	Macau
Tweed	French gunboat	690	—	—	Lieut. Forbes	Macau
Vengeance	French gunboat	12,950	16	13,500	Capt. Leslie Stuart, C.M.G.	Macau
Vestal	torpedo boat destroyer	980	10	1400	Comdr. S. St. John Farquhar	Macau
Virgo	torpedo boat destroyer	355	6	6200	Lieut.-Comdr. A. B. Barker	Macau
Waterwitch	Surveying ship	620	—	450	Lieut.-Comdr. Ernest G. Hardy	Macau
Whiting	torpedo boat destroyer	360	6	6200	In Rear-Adm. Hugh Somerville	Macau
Woodcock	river gunboat	150	2	650	Lieut.-Com. Hugh Somerville	Macau
Woodlark	river gunboat	150	2	650	Lieut.-Com. Wason	Macau

* Flag of Admiral Sir Cyrius A. G. Bridge, K.C.B., Commander-in-Chief.

China Mail.

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Under European Supervision

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5 WYNDHAM STREET

HONGKONG.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Aspern	Austrian cruiser	962	—	—	Capt. Friedrich Grünzenbergen	Shanghai
Acheron	French gunboat	1728	—	—	Captain Laferrière	Kalee
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Shanghai
Argus	French gunboat	476	3	450	Capt. Crespin	Canton
Avalanche	French gunboat	550	—	—	Commander Journe	Hongkong
Bengali	French gunboat	3740	28	9000	Lieut. Heron	Hongkong
Bugeaud	French gunboat	8018	18	—	Capt. Lafosse	Hongkong
Chateauneuf	French gunboat	525	—	—	Commander Louel	Hongkong
Comtois	French gunboat	690	—	—	Commander Gutheil	Hongkong
Decidé	French gunboat	1250	6	2200	Capt. Le Gourier	Hongkong
Kersaint	French gunboat	470	—	—	Capt. Bére	Hongkong
Lion	French gunboat	9700	12	19,000	Capt. Le Gourier	Hongkong
Macalma	French gunboat	1000	—	—	Capt. Arros	Hongkong
Olgy	French gunboat	4015	27	8500	Capt. Hurst	Hongkong
Tacal	French gunboat	9437	8	6071	Capt. Seuds	Hongkong
Redoubtable	French gunboat	363	3	200	Capt. Vincent	Hongkong
St. George	French gunboat	12,950	16	13,500	Captain Thomas	Hongkong
Tarissie	French gunboat	950	—	—	Lieut. Gaillard	Yungas
Takhang						

LARGE ADDRESS: "ACHEE," HONGKONG.
L. S. O. CODE, 4TH EDITION.

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CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

W.M. POWELL,
LIMITED.

Drapers and
Dressmakers.

NEW.
YEAR.
GIFTS.

Toys!
Dolls!

ONE Thousand

Gifts for Young and
Old.

A Fine Selection of
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Foods

for our Illustrated List !!

AYALA & CO.'SExtra Quality,
Extra Dry,**CHAMPAGNE**

\$52.00 per Case Bottles.

\$55.00 per Case Bottles.

SOLE AGENTS
FOR
Hongkong and the Philippines.H. PRICE & CO.,
WINE MERCHANTS,
458 12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Auction.

2.35 p.m.—Auction of Handsome Household Furniture, &c., at Mr. V. I. Remedios' Sales Rooms.

Miscellaneous.

Goods per *Ava* now not cleared on this date subject to rent.Goods per *Balenia* undelivered after this date subject to rent.

General Memoranda.

WEDNESDAY, JANUARY 6.—

9 a.m.—Military Gun Practice.

Goods per *Pohmeida* claimed after this date.Goods per *Nancharaw* will be subject to rent and landing charges.Goods per *Palermo* not cleared at 4 p.m. on this date subject to rent.

FRIDAY, January 8.—

Goods per *Bengal* not cleared at 4 p.m. on this date subject to rent.

SATURDAY, January 16.—

9 p.m.—A Concert of Hongkong Volunteer Corps at City Hall.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
Reprinted from "The China Mail"
WITH AN APPENDIX.To be had at the OFFICE OF THIS PAPER.
Messrs. KELLY & WALSH, LTD.
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BLEND

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Scotch Whisky.

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distilled in SCOTLAND, of great age, very
fine and mellow.Pronounced by connoisseurs and generally
recognised to be the BEST BLEND in
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Per Dozen \$16.50.

The following are also recommended and
are of very fine QUALITY:

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A.—THORNE'S BLEND \$12.00

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BLEND, a fine SODA

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OM Malt SCOTCH WHISKIES 16.00

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Established A.D. 1841.

December 28, 1903.

56

BIRTHS.

On December 24, at Shanghai, the wife

of CHARLES MOORE, Q.E.C., & Son.

On December 26, at 5, Boundary Ter-

race, Shanghai, the wife of MR. THOMAS D.

BECQ, British, and Foreign Bible Society,

of a Daughter.

On December 27, at No. 4, Ward Road,

Shanghai, the wife of ERNEST L. ALLEN,

of a Son.

MARRIAGES.

On the 28th December, at the Legation

General's Office, Hongkong, ARTHUR

CHARLES ARKHOUSE to EVELYN VON

SCHUSTER.

On December 28, at the Union Church,

Shanghai, by Rev. C. E. Davant,

M.A., JOHAN ALBERT OSSSEN, to HELEN

WINIFRED HANSEN, only daughter of Capt.

Chr. Hansen, of Shanghai.

228—The publication of this issue commenced

at 6.00 p.m.

The China Mail.

HONGKONG, MONDAY, JANUARY 4, 1904.

LOCAL AND GENERAL.

Mrs May's 'At Homes.'

We are requested to state that Mrs

May will be 'At Home' at Government

House on the first Thursdays of every

month.

Boer Prisoners in India.

General Delany arrived at Bombay on

the 13th ult., and was to be attended by

Brigadier General K. M. Greenfield during

his visit to the Boer prisoners at Ahmed-

nagar.

Movements of Warships.

H.M.S. *Amphitrite*, *Talbot* and *Feudal*

have gone out to Bay of Bengal for practice.

Goods per *Pohmeida* claimed after this

date.

Goods per *Balenia* undelivered after this

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SATURDAY, January 16.—

9 p.m.—A Concert of Hongkong Volun-

teer Corps at City Hall.

The correspondent who recently sent

us two post cards to test the relative value

of the mail routes by Siberia and by Suez

has sent us two letters to make a further

test. The letter via Siberia reached this

office early on Saturday, 2nd inst., the

letter via Suez arrived some hours later.

Both letters bear the Brighton postmark of

December 3, 6.15p.m. The post-card by

Siberia was also the first to arrive a few

hours ahead of the card by Suez. It would

appear that the Siberian route is consider-

able activity among them.

The Siberian Route.

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Silvers and Exchange.

We have received from Messrs. Heuc-

sker & Co. their annual review of Ex-

change, bar silver and bank rate of discount

in 1903. From this statement, we learn

that the highest rate of Exchange was

recorded on the 3rd and 4th of September

—1/10—, and the lowest from the 17th to

21st January and 4th to 13th February

—1/10—. Silver reached its highest quo-

tation on 20th October—23½—and its lowest

on 23rd and 24th January—21½d.

The average T.T. rate for the four quarters of

the year were—First, 1/6½; Second,

1/7½; Third, 1/9½; Fourth, 1/10½; while

the P.O. rate for the year averaged 1/8½.

It is interesting to note that the highest

point recorded by silver in 1903 was 5½

and the lowest 3½, while Exchange was

highest, 4/3; lowest, 3/0. Taking

decimal periods, the record stands as

follows:

Silver. Exchange.

Highest-Lowest. Highest-Lowest.

1863 5½ 50½ 3/8½ 3/7

1893 3½ 35½ 30½ 2/8½ 2/2½

1903 2½ 28½ 21½ 1/10½ 1/8½

Exchange in 1890 fluctuated between

3/10½ and 3/0½, the former being the high-

est point touched from 1878 to 1890.

Croupy Children.

If your children are subject to croupy

SUPREME COURT.

IN APPELLATE JURISDICTION.
(Before their Lordships Sir Wm. Goodman,
Chief Justice, and Mr. A. G. Wise,
Puisne Judge.)

Monday, January 4, 1904.

Pursuant to leave given by the Full Court to appeal against the decision of the Land Court in the case of Ho Lop Pan, who claims the absolute ownership of land belonging upon those between Lycomen and Kowloon City, the Attorney General appealed against the judgment.

Mr. E. H. Sharp, K.C., (instructed by Mr. F. B. L. Bowley) appeared for the Crown, together with the Attorney General, while Ho Lop Pan attended in person, and was not represented by Counsel.

Mr. Sharp said that the appeal was against a judgment pronounced by the Land Court in December 1901, allowing the respondent's claim to the absolute ownership of a large tract of sea-shore, alleged by him to have been acquired in a grant from the Chinese Government ten years before, that was in 1891. As their Lordships would recall, the Kowloon Extension agreement, under which we acquired the New Territory, provided, amongst other things, that there should be no expropriation of the inhabitants' land. Pursuant to that provision a Land Court was established to inquire into the rights of the inhabitants to the date of the cession, and Section 10 of the Land Court Ordinance of 1900 provided that all land in the New Territory should be the property of the Crown. Therefore, as between the Crown and the respondent, Ho Lop Pan, the Crown was clearly entitled to all rights to the land which Ho Lop Pan did not establish his title to.

The Chief Justice.—The Crown practically steps into the shoes of the Chinese Government. Whatever rights they had the Crown is entitled to.

Mr. Sharp.—Undoubtedly. The question is, what were Ho Lop Pan's rights at the date of the cession?

The history of the case, continued Mr. Sharp, was that on November 27, 1891, the San On Magistrate granted to the claimant certain rights, the Crown said that those rights amounted to what they would call a mere fishing license over a vague tract of seashore. No acre was stipulated, and the grant was not in my document bearing the same date. The yearly rent was put at £5 in respect to that fishing license, and it appeared to have been paid up to the date of the cession. In November 1891 Ho Lop Pan on the strength of the lease claimed the absolute ownership, and had extending for more than half a mile along the foreshore in the neighbourhood of Lycomen, and this claim was allowed by the Land Court. Subsequent to the allowance of the claim by the Land Court, the Government decided under Section 14 of the Agreement Ordinance not to grant a title, but to refer the matter for compensation. The Crown had not been represented at the hearing at the Land Court, and now, for the first time, came into the case. The Attorney General upon examination of the evidence concluded that it did not justify the judgment. The Crown at this time had no right to appeal, but in August of this year an amending Ordinance was passed giving the Crown the right to appeal.

The Chief Justice.—You mean 1901, this is 1904.

Mr. Sharp.—Yes, August last year. In the same month, went on Mr. Sharp the Attorney General obtained leave to appeal and file evidence for the Crown, the respondents to file any evidence they saw fit to reply. The claimant claimed between two and three miles of foreshore, land in China, according to the affidavits, belonged to the Emperor of China and was divided under two heads, one cultivated land or land built upon, and the balance government waste land. It was only for cultivated land or land built upon that absolute ownership in this subject could exist. Such land was entered upon the register and paid land tax to the Land Tax Office. The Government wasted land—like that in question—consisted mainly of fore-shore, sand banks, sand beds, etc., and could not be owned absolutely by the subject. Liberties were granted for the land, and these liberties to reclaim land provided that licensees shall erect a sea-wall within three years and to complete and register his reclamation with six years. These licenses to reclaim were, until 1886, in the gift of the District Magistrate. In 1886 a board was established to control the land, and it was called the Shatinukuk. It lasted under that title until 1890, when it was changed to Chongming, and thenceforward it controlled the licensees. Another class of license for waste land was to obtain some species of permit from it, which meant fishing and the like. The leases included the right to erect fishing nets and poles and were revocable at the will of the District Magistrate or any superior officer, and they were still in the gift of the District Magistrate. Mr. Sharp reviewed the evidence taken at the Land Court. There was oral and documentary evidence. The oral amounted to nothing at all, as there was nothing in it as to the rights. The Court took no expert evidence as to the documents and the whole inquiry appeared to have been as to the boundaries, nothing being done at all to ascertain the rights of the claimants to the land. The case depended entirely upon the documents, and the first was the San On magistrate's license dated on Nov. 27, 1891, a fishing license. The next was a private letter alleged to be from the Magistrate, and thus the first point the Crown held that it was that it was a forgery and that the respondent knew that the Crown had help that had not filed any affidavit to refer to it. The second point was that it was totally inconsistent with the admitted license and proclamation. The third point was that the District Magistrate had no jurisdiction in 1891 to grant a reclamation license, and had none since 1890. The fourth point was that, even if it were genuine, and even if the Magistrate had power to grant it, any reclamation right given by the letter would have lapsed by non-use. It was clear upon the affidavit that no sea wall was built within three years—which was old ground—and similarly no reclamation had been completed or registered within six years. Many of the other documents were unimportant, but there was one that stated that the area of the land to which the claimant was entitled was 400 miles. That was evidently where the Land Court got the measurement from. The judgment of the Land Court showed that the documents relied on by the

Court were the fishing license, the Magistrate's letter—which was inoperative since the reclamation had not been made; and the unauthenticated Chinese map. The Court seemed to have swallowed that map without even asking for proof that it was authentic. The letter we hold to be a forgery because the Magistrate and others declared that it was not registered at the Yamen, and if it had been issued on the Yamen it would have been registered. The map had evidently been copied from the ordinary Admiralty map because it showed Hongkong and even Lunas Island, which are peculiar to the land the map was supposed to refer to in the Lycomen Pass.

His Lordship referred to a passage in the letter saying that the claimant had lived a long time at Kowloon and had earned his livelihood by fishing, and asked him if it was true.

The claimant was asked if the statements were correct and he said so.

On being asked why the statement was made, he said "merely to get the license from the Chinese Government." It was, he added, "merely a matter of form."

Mr. Sharp.—And I suppose the statement is one that you wanted to build

deck was also a matter of form?" Subsequently Mr. Sharp said that the members of the dock might have been a translation.

The Court agreed that the translation was as it had been "made in Germany."

The Attorney General said that as Mr. Sharp had dealt so fully with the case he would not address them, but would ask their Lordships to take the case of U and K.

The Chief Justice.—I will hear what Ho Lop Pan has to say first in respect to this case. It has been shown *prima facie* on the part of the Crown that the San On was misled by certain documents placed before them, and that which was assumed to be a translation of the absolute title of a large tract of forest land. I understand Ho Lop Pan to be a man who knows nothing about the matter personally; that he got the papers from his father. Has anything to say in support of his claim that the decision of the Land Court was correct?

Ho Lop Pan.—What was wrong?

The Puisne Judge.—The point is that he asked for a fishing license, and they gave him one for a dock.

The Chief Justice.—In the application for a fishing license he states that he has long resided in Kowloon, engaged in farming and fishing occupation. The grant of the \$5 is absolutely false. As regards the \$5, it is clear that it is for rent, not for taxation.

Mr. Sharp.—Yes, My Lord, it is for rent.

The Chief Justice, in delivering judgment, said that in the judgment of the Land Court they seemed to have chiefly taken into consideration exhibits C.E. and H. They did not say in the judgment what the concession was for. They said that the concession was granted for a year, and this amount to what they would call a mere fishing license over a vague tract of seashore. No acre was stipulated, and the grant was not in my document bearing the same date. The yearly rent was put at £5 in respect to that fishing license, and it appeared to have been paid up to the date of the cession. In November 1891 Ho Lop Pan on the strength of the lease claimed the absolute ownership, and had extending for more than half a mile along the foreshore in the neighbourhood of Lycomen, and this claim was allowed by the Land Court. Subsequent to the allowance of the claim by the Land Court, the Government decided under Section 14 of the Agreement Ordinance not to grant a title, but to refer the matter for compensation. The Crown had not been represented at the hearing at the Land Court, and now, for the first time, came into the case. The Attorney General upon examination of the evidence concluded that it did not justify the judgment. The Crown at this time had no right to appeal, but in August of this year an amending Ordinance was passed giving the Crown the right to appeal.

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CANTON LEOPERS' FUND.

CHINA MAIL'S SUBSCRIPTION LIST.

We are prepared to receive, acknowledge, and despatch to Dr. Baile, of Canton, any contribution forwarded towards a fund for the alleviation of the sufferings of the lepers at Canton.

Already acknowledged ... \$255.80
N. (Canton) \$10
... \$265.80

MASONIC QUADRILLE CLUB DANCE.

The monthly quadrilles inaugurated at the beginning of the present dancing season by the Masonic Quadrille Club continue to be extremely popular. On Saturday night the dance of the present month was held, and was highly successful. Those present enjoyed themselves to the utmost, that happy result being due to nothing else but the geniality displayed by the masons toward their guests. The entertainment throughout was fine, and the dance programme was nicely arranged and enjoyable in the extreme, the only defect about it being that it was not long enough. It had to be cut short by the arrival of Sunday. Altogether there must have been about 200 persons present, and the ladies in particular, who as usual looked their very best, entered into the spirit of the first dance of the year with a will. Excellent arrangements were made for the refreshment bar, and the wants of all were catered for without delay and with kindly heart by Messrs. F. Stokes, R.E., F. Last, E. Day, W. Gast and T. F. Roberts. The dancing was under Messrs. J. A. McCaffery, C. S. Parkinson, W. H. E. Smith, R. A., and C. W. Averall, A.O.C., and they kept the ball rolling. The genial host, secretary, Mr. G. J. W. King, was ubiquitous, and he was everywhere where he could be of service. One wonders what a Masonic Quadrille Club dance would be like if Mr. King were absent.

RUGBY FOOTBALL.

HONGKONG F. C. v. H.M.S. ALBION.
The Hongkong Football Club defeated a team from H.M.S. Albion at Happy Valley on Saturday afternoon by fourteen points to four.

Teams were as follows:—

Hongkong : Arthur, back; Richardson, Pearce, Barnes, and Robertson, three-quarters; Fletcher and Jordan, halves; Chard, Sandford, Boyd, Hallifax, Macdonald, Newman, Rowley and Strover, forwards.

H.M.S. Albion : H. L. Boyle, back; Royle, Hargraves, Danby, and Carter, three-quarters; Blackwood and McLeod, halves; Hughes, Reeves, Boxer, Halahan, Layard, Warren, Carter, and Jones, forwards.

The game was a good one from the spectator's point of view, and in the second half was fairly even. The Club in the first half scored three tries in quick succession, which gave the Albions up a sense of the responsibility and from then they played much better. The Club opened the game by attacking vigorously and made their way to the twenty-five. Jordan then crossed the line and scored, Barnes converting. That opened the game well, and the Club still pressed. Pearce put in a fine run, passing when he had made an opening to Robertson, who ran round and scored, but no goal resulting. Shortly after the kick out, the ball was carried into Naval territory. Boyle picked up the ball, Robertson picking up, he broke through and scored again in quick succession. Another score seemed inevitable after Pearce had driven down field, and had passed along the line to Richardson. The latter was held up. Again the Club came down, Barnes and Pearce in the van, and Pearce scored. This gave the Club a lead of fourteen points; and the Albions were beginning to look chap. However, they livered up and took a hand in the attack, but the Club soon reversed the position, and Barnes almost scored, being downed a few yards from the line. The score was unbroken at half-time.

After the interval both teams were at the same level, and when the time of the half was up, the Albions had a good lead.

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The Club played a better game than the Albions, and the Albions were beginning to look chap. However, they livered up and took a hand in the attack, but the Club soon reversed the position, and Barnes almost scored, being downed a few yards from the line. The score was unbroken at half-time.

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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:

STEAMERS	TO SAIL ON	REMARKS
SINGAPORE & BOMBAY	{ <i>Torliss</i> [H. W. KENICK, R.N.]	About 6th Freight only.
LONDON & ANTWERP, Via Ceylon	{ <i>C. F. LOCKSTON</i> [R.N.]	About 7th Freight and Passage.
SAD & MARSHALLS		

* Calling at PENANG if sufficient inducement offers.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co's Office, Hongkong, December 30, 1903.

26

HAMBURG-AMERIKAN LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANTE; BLACK SEA and BALTIK Ports; NORTHWEST SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR NEW YORK, via SUEZ.

S.S. *Nubin*, Capt. von Hoff, 6th January, 1904.

FOR ROTTERDAM AND HAMBURG.

CALLING AT SINGAPORE.

S.S. *Savoia*, Capt. DUNAT, 10th January, 1904. Freight & Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Ambrie*, Capt. DUNAT, 15th January, 1904. Freight.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Weldene*, Capt. V. BUNZER, 28th January, 1904. Freight & Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Alexia*, Capt. SCHONFELDT, 6th February, 1904. Freight.

For further particulars, apply to

HAMBURG-AMERIKAN LINIE,

HONGKONG OFFICE,

Queen's Building, No. 1.

1563

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE PAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY-SPEED-PUNCTUALITY.

Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. *EMPEROR OF CHINA*..... 6000 Tons—Wednesday, Jan. 13, 1904.R.M.S. *ATHENIAN*..... 3882 Tons—Wednesday, Jan. 27.R.M.S. *TARTAR*..... 6000 Tons—Wednesday, Feb. 10.R.M.S. *EMPEROR OF JAPAN*..... 4425 Tons—Wednesday, Feb. 24.

Hongkong to London, 1st Class, via St. Lawrence \$60.—via New York \$62.—Intermediate on Steamer \$40.—1st Class Rail \$42.

" " " " 2nd Class Rail \$24.

THE magnificient EMPRESS STEAMSHIPS passing through the various INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers looked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, PEDDER STREET, 4

Hongkong, January 2, 1904.

4

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KORE & YOKOHAMA; FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN HONGKONG.
INDRAVELLI..... 4599 R. P. Craven January 25, 1904
INDRAPURA..... 4690 A. E. Hollingsworth February 13, 1904
INDRASAMHA..... 6197 W. E. Craven March 15, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canada and United States Points. For through rates of Freight and further information communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, December 28, 1903.

2

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamers. Destinations. Sailing Dates.

KINSHU MARU, T. L. HARRISON, BOMBAY, via SINGAPORE and COLOMBO, WEDNESDAY, Jan. 4, at Noon.

TANBA MARU, J. W. WADE, MARSEILLES, LONDON, and SATURDAY, 9th ANG. COLOMBO and PORT SAID, Jan. at Daylight.

EIJUN MARU, F. L. PYNE, VICTORIA, B.C., and SEATTLE, U.S.A. via SHANGHAI-MOJI, TUESDAY, 12th KOBE and YOKOHAMA, Jan. at 4 p.m.

KAMAKURA MARU, H. PETERSON, KOBE and YOKOHAMA, FRIDAY, 16th Jan. Daylight.

BOMBAY MARU, T. MURAI, KOBE and YOKOHAMA, THURSDAY, 21st Jan. at Noon.

NIKO MARU, E. W. HASWELL, SYDNEY, MELBOURNE and ADELAIDE, via MANILA, THURSDAY, 22nd Jan. at 4 p.m.

NIPPON YUSEN KAISHA. Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamer Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd class Passengers have the option of traveling by the Sanjo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, January 4, 1904.

77

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO	REMARKS
GLASGOW AND LIVERPOOL	KEMUN	8th January.	
GLASGOW AND LIVERPOOL	KINTUCK	14th January.	
GLASGOW AND LIVERPOOL	PINGSUEY	22nd January.	
GLASGOW AND LIVERPOOL	MOYUNE	28th January.	
GLASGOW AND LIVERPOOL	GLAVCUS	3rd February.	

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLE, LONDON & ANTWERP	DARDANUS	9th January.
MARSEILLE, LONDON & ANTWERP	YANKEE	10th January.
LONDON & ANTWERP	YANKEE	19th January.
LONDON & ANTWERP	NESTOR	2nd February.
GENOA, MARSEILLE & LIVERPOOL	KLEMEN	15th February.
LONDON & ANTWERP	KINTUCK	16th February.
LONDON & ANTWERP	MOYUNE	1st March.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, PORT	TACOMA	24th January.
ALL PACIFIC COAST PORTS, via PINGSUEY		
NKI, KOBE & YOKOHAMA		

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, December 30, 1903.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamship between Hongkong and Manila.—Saloon amanships Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila Direct	Jan. 9, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	Jan. 10, at 10 a.m.
PERLA	1980	A. H. Nolley		

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

2246

Hongkong, January 4, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMER	LEAVING
TAMSIU, via SWATOW AND AMOY.	TUESDAY, 5th JANUARY, 1904.
FOOCHOW, via SWATOW AND AMOY.	SUNDAY, 10th JANUARY, 1904.
TAMSIU, via SWATOW AND AMOY.	TUESDAY, 13th JANUARY, 1904.
ANPING, via SWATOW AND AMOY.	FRIDAY, 15th JANUARY, 1904.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried. The Co. has a new Steamer for Shanghai, through Bills of Lading are issued for Yangtze River Ports, as well as for North China Ports, to Shanghai.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voies Road Central.

T. ARIMA, Manager.

237

Hongkong, January 4, 1904.

INDO-CHINA STEAM NAVIGATION

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER BENGAL.
FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—
From LONDON, &c., ex. *India*.
From AUSTRALIA, ex. *Britannia*.
From CAIRO, ex. *Leopold*.
From CHINA, ex. s.s. *B. L. S. N.*
From B. & P. S. N. Co.'s steamers.
From ALBURY, ex. *Nizam*.

Optional goods will be landed here unless instructions are given to the contrary before 5 p.m. to-day.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the consignees and the company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, January 2, 1904.

11

INSURANCES.

THE BRITISH AND MERCANTILE INSURANCE COMPANY,
TOTAL FUNDS AT 31st DECEMBER, 1902,
£10,378,771.
Authorised Capital £1,000,000
Subscribed Capital £2,750,000
Paid-up Capital £2,687,500 0 0
Fire Funds £2,867,215 14 10

HAVING been appointed agents of the above company we are prepared to accept European and Chinese risks at current rates.

SHEWAN, TOME & CO.,
Agents.
Hongkong, June 20, 1903.

INTIMATIONS.

CHAS. J. GAUPP & CO.,
Optician, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

ROTHSCHILD'S LIGHT AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATED WARE.

CHRISTOFLE & CO.'S ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY

in great variety.

DIAMONDS

AND

DIAMOND JEWELLERY.

Splendid collection of the latest London patterns, every miniature price, 472

DAMAGED PACKAGES.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

Lieutenant's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1903.

663

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS,

SURVEYORS AND CONTRACTORS,

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

Lieutenant's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1903.

663

TELEGRAMS:

MARTIN'S
APIOL & STEEL
PILLS
for Ladies.

A French remedy for all complaints of the stomach and bowels, and for the relief of the symptoms of any disease of the system & skin.

It is a safe, simple and effective remedy, and has been used with success in Europe and America.

It is also a valuable remedy for the cure of diarrhoea, dysentery, &c.

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